



AGENDA

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

January 26, 2006

6:30 P.M.

WEST CONFERENCE ROOM

CALL TO ORDER

ROLL CALL

SCHEDULED PRESENTATION

Lt. Tracy Hern will discuss the California Vehicle Code and how it relates to bicyclists going through red lights when they are not detected by the traffic signal detection.

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related Board/Commission events, programs, resignations, recognitions, acknowledgments)

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from December 15, 2005
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

CITIZENS TO BE HEARD

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by Board or Commission Members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the Board or Commission.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2. DISCUSS Mathilda Bridge Rehabilitation Project –
Environmental Impact Report Scoping

3. DISCUSS/MOTION Bike Plan Update – Existing/Planned Conditions
4. DISCUSS Caltrain Bike Lockers – Volunteer Patrol
5. DISCUSS Utility Bill Stuffer Concepts
6. MOTION League of American Bicyclists, Bicycle Friendly
Community Designation

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS
- STAFF ORAL COMMENTS

INFORMATION ONLY ITEMS

1. Approved November 17, 2005 Meeting Minutes
2. BPAC Active Items Report
3. BPAC Email

ADJOURNMENT

Notice to the Public:

Agenda information is available by calling Dieckmann Cogill at (408) 730-2713. Agendas and associated reports are also available on the City's website at <http://www.sunnyvale.ca.gov/>, biking.inSunnyvale.com or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting. Please contact the Department of Public Works Transportation and Traffic Division office at (408) 730-7412 for specific questions regarding the agenda.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Dieckmann Cogill at (408) 730-2713. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.104 ADA Title II)

GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION

Public Announcements – Beginning of Meeting

- 3 minutes or less per speaker.
- Speakers are requested to give their name (address is optional).
- Recognition of a special achievement.
- Announcement of public event with definite time and date.
- Public events that are of Board/Commission interest that occur in the City annually. (Only announce one time for the year).

Public Hearings – Order of Hearing as Follows:

- Opening remarks by the applicant (if applicable).
- Speakers are requested to give their name (address is optional).
- Anyone interested in addressing the Council (may only speak one time).
- Closing remarks by the applicant (if applicable).
- Time limit of 3 minutes per person (to be extended at discretion of Chair). Please make comments brief and be prepared to provide new input.

Citizens to be Heard

- Any item relevant to the Board and/or Commission
- Speakers are requested to give their name (address is optional).
- Items not on the agenda.
- Items that do not fall within the scope of the Public Announcement section.
- Time limit of 3 minutes, 15 minutes total for this category (to be extended or continued to end of Board/Commission business, at the discretion of the Chair). Limit to one appearance during this section.

<p>If you wish to provide the Board/Commission with copies of any handout materials you are presenting, please provide sufficient copies for each Board/Commission member, the Recording Secretary and other staff present.</p>

Sunnyvale Bicycle and Pedestrian Advisory Committee
January 26, 2006
Staff Reports

Consent Calendar Items

1.A) Draft Minutes from December 15, 2005

Attached (Attachment 1).

1.C) 2006 Calendar

Attached (Attachment 2).

Public Hearings/General Business

2. Mathilda Bridge Rehabilitation Project - Environmental Impact Report Scoping

The Mathilda Avenue Bridge Rehabilitation project involves widening and modification of the Mathilda Avenue bridge at Evelyn Avenue, and the Caltrain tracks, to address deficiencies identified by Caltrans. The purpose of this item is to solicit BPAC opinions on potential environmental issues. This information will be used to develop the scope for an environmental impact report to be prepared for the project.

The project will rehabilitate the existing Mathilda Avenue Bridge over Evelyn Avenue and the Caltrain railroad tracks in downtown Sunnyvale. The project will include the widening of the bridge by approximately 25 feet, the reconstruction of the existing pedestrian structures, the demolition of the existing southbound off-ramp and its replacement with a new loop ramp, the construction of a cul-de-sac at the north end of Charles Avenue, new sidewalks, a new traffic signal, and minor realignment of Evelyn Avenue. A project map will be provided at the meeting.

Recommended Action and Alternatives

This item is for discussion only. Staff asks that BPAC consider the project scope and identify any elements of concern that should be addressed in the environmental impact report.

3. Bike Plan Update – Existing/Planned Conditions

The Bike Plan update is a Continuing Study Issue from 2005. The City has retained Korve Engineering with Project Manager John Ciccarelli to complete the plan. BPAC approved the project scope of work at the November 18, 2005 meeting. As part of this agenda item the BPAC will be presented with an outline of the project work plan (Attachment 3) and schedule and an overview of the

public input process (Attachment 4). In addition the project team and staff will present a detailed description of Task 1 *Analyze Existing and Planned Conditions* and request BPAC feedback.

Recommended Action and Alternatives

No action necessary. This item is for discussion only. All comments provided by BPAC and the public will be taken into consideration during the document preparation and transmitted to City Council when they consider the final Bike Plan approval in June. BPAC could choose to formalize the comments by making a motion if desired.

4. Caltrain Bike Lockers – Volunteer Patrol

Caltrain has determined that they do not have the resources to maintain the non-subscription bike lockers at the Sunnyvale Train Station. They have requested an amendment to the Cooperative Agreement between the City and Caltrain, which states that Caltrain is responsible for the operation and maintenance of the bike lockers. The letter requesting the amendment is attached (Attachment 5). A member of the BPAC has requested that this item be placed on the agenda to give the Committee an opportunity to discuss the possibility of organizing a volunteer patrol of the bike lockers.

There may be significant issues with the operation of a volunteer program, including program management, safety and security, legal issues, and quality assurance/control. If the BPAC proposes to explore this option, these issues and details that would need to be worked out before any program could be implemented. Staff has not comprehensively solicited input from departments potentially affected by this proposal. The City will continue to seek funding for the electronic non-subscription day-use lockers. This item is an initial discussion of the concept to determine if the Committee would like to consider it further.

Recommended Action and Alternatives

No action necessary. This item is for discussion only.

5. Utility Bill Stuffer Concepts

BPAC has space reserved for the utility bill insert during the May/June cycle. The reserved space is approximately 8.5 inches X 3.5 inches, double sided. Staff will provide samples of previous bike stuffers at the meeting. In the past topics have included, pedestrian safety, school safety, and information on how bikes and cars can share the road safely and respectfully.

Staff asks that the BPAC discuss topics to be considered for this year's utility bill cycle. Based on the results of the discussion, staff will bring back a draft version of the document to be approved by BPAC at the March 2006 meeting.

Recommended Action and Alternatives

No action necessary. This item is for discussion only.

6. League of American Bicyclists, Bicycle Friendly Community Designation

Staff is in the process of preparing a full application for the League of American Bicyclists Bicycle Friendly Community Designation for the City of Sunnyvale. The application requires approval from the governing body (City Council) in order to submit the application. Staff would like to include a recommendation from the BPAC in the Report to Council. The draft report is attached (Attachment 6). The report recommends that the City Council authorize staff to submit an application for the League of American Bicyclists (LAB) Bicycle Friendly Community Program. The LAB is a national bicycling advocacy organization that has been the leading voice for bicycling for over 125 years. The Bicycle Friendly Community Program recognizes cities and communities that have taken extraordinary steps to improve bicycling conditions. Staff has applied and received pre-qualification from the LAB for Sunnyvale to be eligible for certification as a Bicycle Friendly Community. Staff has reviewed application materials for the certification process and believes that a competitive application can be assembled with a minimum of staff effort. The program requires the approval of local agency governing board.

Recommended Action and Alternatives

1. Recommend that Council approve submittal of a Bicycle Friendly Communities Program Application
2. Recommend that Council does not approve submittal of a Bicycle Friendly Communities Program Application

Staff recommends Alternative 1.

Information Only Items

1. Approved November 17, 2005 Meeting Minutes
Attached (Attachment 7).
2. BPAC Active Items Report
Attached (Attachment 8).
3. BPAC Email
Attached (Attachment 9).



MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met in regular session at 6:30 p.m. on December 15, 2005 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL

Members Present: Kevin Jackson
Thomas Mayer
Ralph Durham
Thomas Reuner
Andrea Stawitcke
Cindy Cotton

Members Absent: Gerald Gras - Excused

Staff Present: Dieckmann Cogill, Transportation Planner
Tracy Hern, Public Safety

Visitors: Suzanne Dieck

SCHEDULED PRESENTATION

Officer Hern discussed the details of the DPS traffic complaint system, including the courtesy notice letter for traffic violations brought to the attention of the Traffic Unit by citizens. He also discussed recent bicycle or pedestrian related collisions.

The committee was pleased to learn of this system and requested that the phone number to reach the traffic unit be published, or have a clear way to get there from the main public safety number.

PUBLIC ANNOUNCEMENTS

Jackson announced that the VTA and the City of San Jose have just published updated bike maps.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from October 13, 2005
- 1.B) Approval of Agenda
- 1.C) Approval of 2005 Calendar
- 1.D) Approval of Items on Active Items List

**Durham moved and Cotton seconded, approval of the Consent Calendar
The motion carried unanimously**

Jackson requested a small correction to the November minutes and the Active items list

CITIZENS TO BE HEARD

Dieck brought the issue of front yard RV parking to the attention of the committee.

Mayer requested that the item be placed on the agenda in the next few months.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2. Adoption of 2006 Work Plan

Reuner requested that Walk to School Day Planning be placed on the agenda, as well as an opportunity to discuss other promotional opportunities.

Mayer stated that the BPAC would like to participate in the planning of the Stevens Creek Trail opening.

**Jackson moved and Durham seconded, approval the Work Plan as amended
The motion carried unanimously**

- 3. Street-Smarts Booklet – Proposed Revisions

Cogill presented the staff report.

Officer Hern stated that DPS supports all of the revisions. However they would like to see the final version of the document before it is printed.

Mayer requested that some additional research be conducted regarding the legality of riding through a red light when the signal is not working. He also requested that we

keep wording in the document advising bicyclists not to admit fault, and not to say that they are not hurt.

Reuner suggested that staff look to insurance company documentation for proper wording.

Jackson suggested that the language about loop detectors also be revised to include other types of detection such as video.

Mayer requested that the message should be stronger regarding cyclists being assertive, and cycling where they belong, to ride in a way that shows to other drivers that they intend to continue.

No action necessary

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Mayer requested that the BPAC review the code of conduct that was recently adopted by the City Council. Staff will email it to everyone.

Jackson requested that staff email results of the study issue process. He also reported bike locker issues at the library and construction traffic control issues at on Wright Ave and Fair Oaks Ave. He also suggested that when bike maps are distributed, we include other promotional material. He also reported that the Board of Supervisors and state legislators are supportive of the complete revocation of SB1233.

- STAFF ORAL COMMENTS

Cogill distributed the Draft RTC for the Parks and Recreation Sub-Element Update.

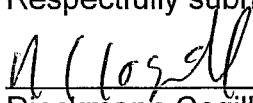
INFORMATION ONLY ITEMS

Jackson had a number of questions regarding the Active Items List

ADJOURNMENT

The meeting adjourned at 8:30 p.m.

Respectfully submitted,



Dieckmann Cogill, Transportation Planner

DRAFT BOARDS AND COMMISSIONS CALENDAR

Board or Commission Bicycle and Pedestrian Advisory Committee

Calendar Year 2006

List all significant agenda items below. Include all pertinent items from the Council Study Issues Calendar.

MEETING DATE	AGENDA ITEM/ISSUE
January 26 **(note date change)	Utility Bill Stuffer Concepts Bike Plan Update Mathilda/Caltrain Bridger EIR Scoping Caltrian Bike Lockers Volunteer Patrol Bicycle Friendly Community Application
February 16	2006 AC Overlay/Reconstruction List (info only) 2006 Curb Ramp Installation List (info only) Bike to Work Day Planning Health and Safety Fair Pedestrian Safety and Opportunities Study Bike Plan Update Bike/Ped Promotional ideas
March 16	Bike to Work Day Planning Health and Safety Fair Bike Plan Update Utility Bill Stuffer
April 20	Bike to Work Day Planning 06/07 TDA Allocation Walk to School Day Planning
May 18	Review of 06/07 Proposed Budget TFCA Regional Fund Bike to Work Day debrief Bike Plan Update
June 15	Discussion with Mayor Funding Prioritization
July 20	Election of Officers Review Code of Ethics and Parliamentary Procedures Study & Budget Issue Development
August 17	Study & Budget Issue Development
September 21	Study & Budget Issue Preparation
October 19	Pedestrian Safety and Opportunities Study
November 16	

December 21	2006 Work Plan
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WORK PLAN

Korve proposes to produce the Sunnyvale Bicycle Plan Update in the following sequence:

TASK 0 - PROJECT INITIATION

We will begin by meeting with Sunnyvale staff to finalize the project scope, sequence, and deliverables. At this meeting we will confirm the tentative Bicycle/Pedestrian Advisory Committee packet dates for the working papers to be presented and reviewed. This will also be an opportunity to jointly set the stage for the analysis to be conducted for Tasks 1 and 2, which will form the foundation of the Plan Update, and to obtain data and map files needed for future tasks.

Meeting/Presentations Kick-off meeting with city project manager and Division staff

Deliverables Final work program and budget

TASK 1 - ANALYSIS OF EXISTING AND PLANNED CONDITIONS

All existing information sources will be reviewed, including:

- 1993 Bicycle Plan
- 1998 Draft Bicycle Opportunities Study
- 2000 Long-Range Bicycle Capital Improvement Program Study
- The bicycle collision analysis update completed by staff for the MTC Bicycle Technical Assistance Program
- Caltrain and VTA bicycle ridership data
- US Census and Journey To Work data
- 2004 CMP Monitoring bicycle counts
- School information including student residence distance from schools
- Other available documents describing user characteristics and land use

Rather than simply updating the 1993 Plan and the Opportunities Study, we will audit both documents with respect to sufficiency and accuracy. (The Bicycle CIP will be updated in Task 4.)

We will survey any segments of the existing roadway and path network that have changed in significant ways since the 2000 Bicycle CIP document was produced. Overall width and lane widths of any changed segments will be catalogued. This survey activity will be done on bicycle and by car as appropriate.

We will inventory existing bicycle parking, bicycle storage, and commuter support facilities throughout the City.

Optionally, screen-line counts (counts of bicyclists passing a given location) could be collected for locations, dates, and durations to be determined. A methodology would be developed based on staff input and information from agencies that have conducted similar counts. The original proposed budget does not address methodology development, or data collection and analysis.

In addition to Existing Conditions, the Plan Update should identify and respond to projects and plans that will affect Sunnyvale's bikeway network and recreational options. To this end, we will also review, list and describe proposed facilities and major developments of Sunnyvale (including downtown redevelopment and the US-101 and Highway 237 overcrossings), adjacent cities (including Cupertino's Mary Avenue / I-280 overcrossing), Santa Clara County (including expressways, parks, and VTA projects), Santa Clara Valley Water District, Caltrans, Bay Trail Project, and the U.S. Government (Moffett Field).

Meeting/Presentations Presentation / discussion at BPAC meeting, tentatively November 2005

Deliverables Working Paper 1: Existing and Planned Conditions

TASK 2 - IDENTIFICATION OF NEEDS, DEFICIENCIES AND OPPORTUNITIES

Korve will analyze deficiencies and needs in the City's route network, including school-commute, transit-feeder, and recreational routes. Some deficiencies are well-known, and several are being addressed through the addition of the three strategic freeway overcrossings. Identifying other needs will involve envisioning new trip types that will become attractive as these gaps are closed.

We will also evaluate any opportunities arising from projects and proposals identified in Task 1, and will review safety statistics gathered in Task 1 for patterns and implications for engineering, enforcement, and education countermeasures. The current and historical function of the Bicycle/Pedestrian Advisory Committee will also be reviewed.

For each rail transit station and major bus hub, we will identify routes out to a radius of one mile, for experienced cyclists and also for cyclists who may be less comfortable with claiming space on the street. Problematic intersections, difficult turns, and "last block" issues will be identified for each station or hub. Locations within this radius for guide signs will be identified.

For schools, we will focus on highlighting routes within a practical student bicycle commute distance, identifying "last block" opportunities for reducing vehicle/bicycle conflicts, and ensuring that on-campus bicycle parking is adequate and well sited. We will work with school district administrators to identify the student bicycle commute distance for each age range starting with Grade 3 (nominally 1 mile for elementary and middle schools, and 2 miles for high schools), and will overlay these travel distances on each school's enrollment area to identify student routes to each school. The city and/or school district should be able to use the resulting information to create bicycle user maps for each school, similar in principle to the School Route Plan Map in the MUTCD (MUTCD Figure 7A-1).

Meeting/Presentations Presentation / discussion at BPAC meeting, tentatively January 2006

Deliverables Working Paper 2: Needs and Deficiencies

TASK 3 - IDENTIFICATION OF GOALS, POLICIES AND ACTION STATEMENTS

As the Plan Update moves the City toward completion of its bicycle facility network, "institutionalizing" best-practice policies for roadway maintenance, development review, and workplace bicycle accommodation will become more important. We will develop a list of goals, policies, and action statements that we believe are implementable given the City's financial resources and community directions. These will be reviewed for congruence with related items in Sunnyvale's General Plan.

Because the Bicycle Capital Improvement Program will carry out the action statements of the Plan Update, we believe these statements should be created and reviewed before the CIP is updated.

Meeting/Presentations Discussion (along with updated CIP) at BPAC, tentatively March 2006

Deliverables Working Paper 3: Draft Goals, Policies and Action Statements

TASK 4 - UPDATE OF BICYCLE CAPITAL IMPROVEMENT PROGRAM (CIP)

Korve will update the 2000 Bicycle CIP Study by removing completed projects, adding new projects resulting from Needs, Deficiencies and Opportunities (Task 2), and making any applicable changes to the current project list organization and the catalog of revenue sources. Projects in the CIP are currently ranked based on rider stress, collision history, ADT, gap closure, cost/funding, connectivity and complexity. These criteria will be updated for all CIP projects, after which the CIP list will be re-ranked.

Meeting/Presentations Discussion (along with Draft Goals, Policies and Action Statements) at BPAC, tentatively March 2006

Deliverables Working Paper 4: Updated Bicycle Capital Improvement Program (CIP)

TASK 5 - DELIVERY OF PLAN UPDATE

We will complete the Plan Update by producing an Administrative Draft for staff and BPAC review, a Draft Final report incorporating those review comments and intended for public presentation, and a Final Plan Update based on public and policymaker feedback. Our schedule incorporates one-month review periods for each of these three document versions.

The Plan Update will include updated versions of the maps of existing conditions, opportunities, and proposed-conditions found in the 1998 Bicycle Opportunities Study and the 2000 Long-Range Bicycle Capital Improvement Program Study, plus new maps focusing on routes to workplaces, Caltrain, and schools. To maximize the report's value to policymakers and citizens, we will use photographs to clearly illustrate examples of deficiencies, existing good practices, and opportunities throughout the City. We will provide the full project image archive on CD along with the Final Plan Update.

Meeting/Presentations	Presentation of Draft Final Plan Update at public meeting, tentatively May 2006
Deliverables	Administrative Draft Plan Update (3 copies, plus PDF file on CD) Draft Final Plan Update (15 copies, plus PDF file on CD) Final Plan Update (30 copies, plus PDF file on CD) Catalogued image archive on CD

TASK 6 - OUTREACH

To ensure the broadest community involvement, Korve will publicize the project via an informational webpage, notices in print media, press releases to media serving Sunnyvale residents, contacts with schools and bike shops, and email to bicycle organizations including Silicon Valley Bicycle Coalition, recreational cycling clubs, and periodicals such as Cycle California.





A variety of channels will be set up to accept public input, including an email address, informational webpage with a feedback form, voicemail, and a postal address. These will remain active during the entire project, with input summarized in the Administrative and Draft reports.

Based on the results of our initial research, communication, and field work, Korve will present the Plan Update's scope and objectives at an early BPAC meeting early in the schedule, and when the Draft Plan Update is available toward the end of the schedule. These tentative dates are subject to confirmation by city staff at the initial meeting.

Meeting/Presentations	Brief presentation of Plan Update project objectives and timeline, at Silicon Valley Bicycle Coalition regular membership meeting (meetings are held in downtown Sunnyvale)
Deliverables	Informational webpage with suggestion form Summary of all collected data and public input

ATTACHMENT

KEY

	Consultant work
	Review (City staff / BPAC)
	Deliverable (WP = Working Paper)
	Consultant presentation at BPAC or other meeting



December 12, 2005

BOARD OF DIRECTORS 2005

MICHAEL D. NEVIN, CHAIR
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MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

Marvin A. Rose, Director
City of Sunnyvale
Department of Public Works
P.O. Box 3707
Sunnyvale, CA 94088-3707

Subject: Sunnyvale Multimodal Transit Station, Non-Subscription Bike Lockers

Dear Director Rose:

Thank you for your recent correspondence regarding the Non-Subscription Bike Lockers. We were very disappointed that the funding for electronic bike lockers was rejected by *Safe Routes to Transit*. This would have been just what was needed to administer this type of locker system and prevent the abuse of the system by those who utilize the lockers for non-bicycle purposes.

As you may or may not be aware, Caltrain does not employ Non-Subscription bike lockers at any of our other 33 stations. Sunnyvale is unique, in that we have attempted at great cost to administer these lockers, sought legal opinions for signage, worked with Sunnyvale PD and Amtrak PD, and have exhausted our own resources trying to make this system work. While we can continue to make the lockers available, we simply do not have the resources to maintain the non-subscription lockers to the standards that the City and bicycle community desire.

Caltrain is striving in many ways to move people up and down the Peninsula. With our very successful Bullet Service, we needed to create more Bullet Stations and Sunnyvale was selected as one of these new Bullets stops, and our counts show Sunnyvale a very popular station, with adequate parking. We have also been moving towards stations being self-sufficient and more efficient as a result of the cost reduction process during last year's budget approval process. Sunnyvale no longer has a ticket agent and therefore we have no staff on-site to oversee the use of these lockers.

At this time we would like to propose an amendment to the Cooperative Agreement, and turn over administration of these Non-Subscription bike lockers to the City of Sunnyvale (which has staff on site) or to the Bicycle Coalition, as we feel the City or Coalition could service these lockers to the level they desire using resources close in proximity to the station.

Please contact Steven J. Hanson at 650.508.7721 with any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Doty".

Robert Doty,
Director, Rail Transportation, Construction and Engineering for PCJPB.

PENINSULA CORRIDOR JOINT POWERS BOARD

1250 San Carlos Ave. - P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6269

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**DRAFT**

January 24, 2006

SUBJECT: League of American Bicyclists Bicycle Friendly Community Program- Authorization to Submit Application

REPORT IN BRIEF

This report recommends that the City Council authorize staff to submit an application for the League of American Bicyclists (LAB) Bicycle Friendly Community Program. The LAB is a national bicycling advocacy organization that has been the leading voice for bicycling for over 125 years. The Bicycle Friendly Community Program recognizes cities and communities that have taken extraordinary steps to improve bicycling conditions. Staff has applied and received pre-qualification from the LAB for Sunnyvale to be eligible for certification as a Bicycle Friendly Community. Staff has reviewed application materials for the certification process and believes that a competitive application can be assembled with a minimum of staff effort. The program requires the approval of local agency governing board. Staff recommends that the City Council approve submittal of a Bicycle Friendly Communities Program application.

BACKGROUND

The Bicycle Friendly Community Campaign is an awards program that recognizes municipalities that actively support bicycling. A Bicycle-Friendly Community provides safe accommodation for cycling and encourages its residents to bike for transportation and recreation. The League of American Bicyclists administers the Bicycle Friendly Community Campaign.

The LAB states that communities that are bicycle-friendly are seen as places with a high quality of life. This often translates into increased property values, business growth and increased tourism. Bicycle-friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness.

Local agencies must apply to a two phase application process. The first phase is a generalized community profile, with particular attention to bicycle facilities

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and programs. The second part is a detailed audit of engineering, education, encouragement, enforcement, evaluation and planning efforts for bicycling in the community. A task force of bicycle experts will review the application and determine the City's qualification at one of four levels – bronze, silver, gold or platinum. Local cities that have applied for and been recognized by the program include Palo Alto, Mountain View, Stanford, and Davis. Applications for the current cycle are due before March 16, 2006.

EXISTING POLICY

The following documents contain policy direction on this issue:

Land Use and Transportation Element C3.5.1 Promote alternate modes of travel to the automobile.

DISCUSSION

City staff have completed the first part of the application process and received a determination of eligibility for the program from the LAB. Staff has reviewed the Part II application materials and believe that a highly competitive application can be compiled based on the numerous programs and projects that the City has instituted or completed within the past few years.

FISCAL IMPACT

There is no application fee and no financial reward for successfully applying to this program. Costs associated with compiling application materials will be absorbed by the Program 115 Transportation and Traffic operating budget.

PUBLIC CONTACT

Public contact was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the Library and the City Clerk's Office.

CONCLUSION

The League of American Bicyclists, a national bicycle advocacy organization, administers an award program for municipalities who

support significant programs and facilities to support bicycling, called the Bicycle Friendly Communities Program. Staff believes that Sunnyvale is eligible to be recognized by this Program, and has completed and received acknowledgment of eligibility. To be considered for an award, agencies must submit a more detailed audit of bicycling programs. The program requires the approval of the governing board of the applying agency to submit a detailed audit. City staff believes it is appropriate for Sunnyvale to submit an application for consideration in the Bicycle Friendly Communities award program, and that a successful application would be a suitable and deserved recognition of the City's efforts to promote bicycling. Submittal of an application is consistent with City policy to promote alternatives to the automobile.

ALTERNATIVES

1. Authorize staff to apply for the Bicycle Friendly Communities Program.
2. Do not authorize staff to submit an application at this time.

3. RECOMMENDATION

Staff recommends Alternative #1: Authorize staff to apply for the Bicycle Friendly Communities Program. Staff believes that the City will compete for an award, and that the recognition associated with receiving an award would be consistent with City policy to promote alternatives to the automobile.

Reviewed by:

Marvin Rose, Director, Public Works

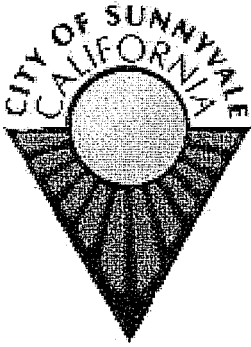
Prepared by Jack Witthaus, Transportation and Traffic Manager

Approved by:

Amy Chan
City Manager

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DRAFT



MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met in regular session at 6:30 p.m. on November 17, 2005 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL

Members Present: Kevin Jackson
Thomas Mayer
Ralph Durham
Thomas Reuner
Gerald Gras
Andrea Stawitcke

Members Absent: Cindy Cotton, Unexcused

Staff Present: Dieckmann Cogill, Transportation Planner
Tracy Hern, Public Safety
Rick Sautter, Public Safety

Visitors: Arthur Schwartz

SCHEDULED PRESENTATION

Officer Hern introduced himself and Officer Sautter as possible new DPS liaisons to the BPAC. He also discussed a recent collision at El Camino and Sunnyvale Ave.

PUBLIC ANNOUNCEMENTS

None

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from October 13, 2005
- 1.B) Approval of Agenda
- 1.C) Approval of 2005 Calendar
- 1.D) Approval of Items on Active Items List

**Jackson moved and Durham seconded, approval of the Consent Calendar
The motion carried unanimously**

Jackson requested a number of wording changes to the October minutes and updates of the action items list.

CITIZENS TO BE HEARD

None

PUBLIC HEARINGS/GENERAL BUSINESS

2. Use of Bicycling Street Smarts Booklet

Cogill and Hern presented staff report.

The Committee clarified which passages were unacceptable with the Department of Public Safety.

Staff will attempt to reword the passages in question and present the wording changes to the author for revision.

No action necessary

3. Intersection Enhancement Consideration – Preventing the “Right-Hook”.

Cogill presented the staff report.

The Committee agreed that the treatments were not noticeable. However, they believe that this issue is an important one for Sunnyvale and asked that staff continue to develop an appropriate solution.

No action necessary

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Jackson reported that the VTA BPAC is still working with County staff regarding an appropriate bicycle and pedestrian policy on expressways. He said that the VTA BPAC believes the codes enacted as part of SB1233 should be repealed.

Jackson requested that the curbs adjacent to the access paths should have curb-cuts and should have red curbs painted for no parking. He also reported that the red curb at the Washington/Dana island needs to be repainted and possibly install a no parking sign. He also reported that there needs to be additional reflective material on the Blair/Bernardo bulb-out. He also reported that the Borregas Bridges Meeting was very successful.

Reuner also stated that the meeting was successful.

Mayer requested that the City include the path from Alturas to Columbia Middle School on the map. Mayer also discussed the reasons why the VTA BPAC recommended against the City of Sunnyvale Deficiency Plan.

- STAFF ORAL COMMENTS
None

INFORMATION ONLY ITEMS

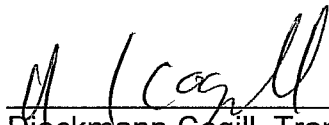
The BPAC requested that no additional sidewalks surrounding the mall be closed.

ADJOURNMENT

Durham moved, and Jackson seconded, to adjourn the meeting. The Motion carried unanimously.

The meeting adjourned at 8:30 p.m.

Respectfully submitted,



Dieckmann Cogill, Transportation Planner

Bicycle and Pedestrian Advisory Committee

Active Items

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor Study	Cogill	2008	Public meeting held 11/15/05. City Council Approval of CEQA document scheduled for April 2006. Construction scheduled to start 2007.	11/8/2005
2	Bernardo Caltrain Under-crossing	Cogill	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds.	10/14/2004
3	Calabazas Creek Trail	Neumayer	Spring 2006	Under Construction - Bridge in place, path paved. Fences, drainage and retaining walls still need to put in place before the path can open. Weather permitting, everything should be complete by springtime.	1/19/2006
4	Evelyn Avenue Bike Lane Phase 1 and 2	Cogill	Summer/Fall 2006	Final plans complete. Bidding process underway. All bids rejected. To be rebid along with phase 2. Phase 2 engineer hired. Design work underway.	1/19/2006
5	Code of Ethics	Cogill	7/1/2006	Annual review to occur at July 2006 meeting	11/8/2005
6	Utility Bill Stuffer	Cogill	Mar-06	To be in the May/June Stuffer	11/8/2005
7	Bike to Work Day	Cogill	5/18/2006	To be held in May 18, 2006	2/9/2005
8	Overlay, Reconstruction, Slurry & Chip Schedule	D. Trott	Feb. 2006	Info Only Item, February 2006	2/9/2005

3

O-1	Bike Transportation Account Grant Program	Cogill	Annual	Staff submitted grant application for Borregas Avenue Bike/Ped Bridges. If grant is awarded, the funding would count towards the City's matching funds for the BEP funding	12/6/2005
O-2	General Supply Expenditures	Cogill	Ongoing	Funds to be used for safety/helmet education training at 2 middle schools in Sunnyvale	12/6/2005
O-3	Bicycle Capital Improvement Program	Cogill	Ongoing	Grant applications submitted for Duane Avenue from Fair Oaks to Lawrence, Borregas Avenue from Weddell to Caribbean, and Evelyn Avenue from Sunnyvale to Reed.	3/23/2004
O-4	TFCA grants	Cogill	Annual	Application submitted for matching funds for Evelyn Avenue Bicycle Lane: phase 2	6/30/2005
O-5	Bike Parking Incentive Program	Cogill	Ongoing	Rack provided to Camino Medical Group	8/15/2003
O-6	Construction Zone Safety Complaints received	Cogill	Ongoing	none	8/12/2005
O-7	Issues raised at BPAC meeting requiring staff follow-up	Cogill	Ongoing		

ATTACHMENT 9

From: "Kevin Jackson" <kjbiker@netzero.net>
To: <bpac@ci.sunnyvale.ca.us>
Date: Wed, Jan 4, 2006 9:21 PM
Subject: Responding to non-responsive traffic signals

Hi, Dieckmann-

Hope you had a great Christmas vacation! Did you ever get the information from Officer Hern about the California Vehicle Code sections dealing with non-responsive traffic signals? Copied below is what I received from Alan Wachtel (as the Government Relations Director for the California Association of Bicycle Organizations, he seems to know this stuff pretty well). Regardless of what Public Safety decides about distributing the "Street Smarts" booklet, I still think it's important to resolve this issue. Sunnyvale Public Works is diligent about dealing with complaints of non-responsive signals, yet it remains a chronic problem. I don't want our cycling promotion efforts to be undermined by the threat of having to fight a citation in traffic court, just for taking reasonable action to deal with an all-too-common situation.

>>> Begin forwarded text >>>

California case law provides that a traffic signal must be obeyed within reason, but it does not call for inexorable compliance regardless of circumstances. (People v. Ausen (1940) Cal.App.2d Supp. 831, 833; https://www.lexis.com/research/retrieve?_m=fd9a4503dbf91948f8b1deb68fa9f1c9&docnum=2&_fmtstr=FULL&_startdoc=1&wchp=dGLbVtz-zSkAA&_md5=86f676886a454cacb009ea1891e95156.) This is the relevant provision of the Vehicle Code:

21800. (d) (1) The driver of any vehicle approaching an intersection which has official traffic control signals that are inoperative shall stop at the intersection, and may proceed with caution when it is safe to do so. This subparagraph shall apply to traffic control signals that become inoperative because of battery failure.

I happen to know the legislative history of this provision, and it was intended primarily for situations in which a power failure causes a signal to go out entirely. Nonetheless, signals that are always red are also clearly inoperative, and that does happen, particularly when an inductive loop fails. (If the reference to batteries concerns you, it was added in 2001 and is only an example. It would hardly make sense to limit this provision to battery failure only, ignoring signals that fail in power outages and lack battery backup, burned-out bulbs, electronic malfunctions, or mechanical damage such as a car crashing into the controller. The battery failure language was an incidental amendment to a bill funding the installation of battery backups for local LED traffic signals, presumably to clarify what would happen if a battery backup failed. None of the bill's committee or floor analyses even mention the subject, so it must not have been considered a substantive change to existing law.)

The Vehicle Code defines an official traffic control signal this way:

445. An "official traffic control signal" is any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction.

The Manual on Uniform Traffic Control Devices uses a similar definition for traffic control signal or traffic signal: "any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed" (Sections 4A.02, 4B.01).

If a traffic light remains permanently red for some road user, then it fails to meet the statutory and MUTCD definitions. It is therefore not an operative traffic control signal, and section 21800(d)(1) applies. This can be established by prior experience with the signal, by waiting through one or more signal cycles during which the phase for the user's movement is skipped, or by waiting an excessive length of time for that phase. Failure of traffic-actuated signals to detect some types of traffic can affect not only bicycles but also light motorcycles, and, for certain loop configurations, even large high-body vehicles like trucks and SUVs. In each case it's irrelevant to the traffic affected that the signal might be operative for other road

users or for some other movement.

That this conclusion has to be taken seriously, and isn't a technicality or a contrivance, is easy to see if it's a car rather than a bike that's involved. Gary Richards's Mr. Roadshow column in the Mercury News regularly prints readers' letters reporting signals that won't change. What choice do those drivers have but to proceed cautiously when it's safe? I don't hear anyone suggesting that they should instead be forced turn right onto an unforeseen and potentially circuitous detour where, if the signals are equally unresponsive, they could be trapped indefinitely in an endless maze.

And you don't even have to invoke this bizarre situation, or a T intersection that's missing a right-turn option, or a right turn that leads only to a freeway, to see that the right-turn alternative is insufficient. What about a cyclist or motorist waiting in a left-turn lane? The motorist can't go anywhere else. The cyclist can walk to the side of the road safely and in compliance with the signal only if the left-turn lane is next to a median refuge containing a pedestrian pushbutton, and can then complete the turn only by waiting through additional signal cycles (presuming that these movements are permitted and detect bicycles)--a slow, inefficient process that creates additional conflicts with motor vehicles.

An inoperative signal gave rise to a Georgia case, *Andrews v. Buckner* (1977) 240 S.E. 2d 266, involving a car and a bus (no bikes)--now, through the magic of the World Wide Web, available at <http://www.lawskills.com/case/ga/id/55524/>. Though not binding in California, its reasoning is highly persuasive. Andrews, a bus driver, arrived at an intersection in the city of Atlanta and found the traffic control signal to be red. He stopped, waiting for the light to turn green. After a longer wait than usual, Andrews concluded that the light was malfunctioning (was "stuck") and proceeded through the intersection, where an automobile driven by Buckner collided with the bus. Georgia did not have a law analogous to California's 21800(d)(1), but the appellate court found that the malfunctioning light was not a proper traffic control signal as defined in Georgia law, and traffic facing it did not have to remain stopped until a green light appeared. I cited this case and its reasoning in 1995, as well as section 21800(d)(1), in defending myself successfully against a traffic ticket for turning left against a red light at Foothill Expressway and Homestead Road that didn't detect my presence on a bicycle.

Pedestrian pushbuttons are not an acceptable alternative even for through movements. Except for those on pork-chop islands, at best they place the cyclist at the curb, to the right of right-turning traffic, and at worst around the corner on the sidewalk, out of sight of overtaking traffic turning right, unable to see that traffic, and possibly pointed in an awkward and misleading direction. They also increase delay, not just for cyclists but for motorists (because they call a pedestrian signal phase).

The Sunnyvale Public Safety Department should understand that treating an inoperative traffic signal as a stop sign is only a stopgap solution that often delays the bicyclist more than a functioning signal, carries added risk, and appears to set a bad example. The preferred alternative for everyone's benefit is for the city to adjust its signals to detect bicycles. This is usually easy to do technically, and providing this detection can and should be a routine part of traffic engineering. Reliable detection involves employing bicycle-sensitive designs, such as the Type D inductive loop shown on Standard Plan ES5D (http://www.dot.ca.gov/hq/esc/oe/project_plans/highway_plans/stdplans_dual_02/viewable_pdf/es-05d.pdf; MUTCD California Supplement Section 4D.105) for vehicular loops on new installations; adjusting the sensitivity of the amplifier on existing installations; and marking the spot on the loop where bicyclists should stop, if it's relevant, with the logo shown on Standard Plan A24C (http://www.dot.ca.gov/hq/esc/oe/project_plans/highway_plans/stdplans_dual_02/viewable_pdf/a24c.pdf; MUTCD Section 9C.05, Figure 9C-7 (CA)). Additional information on bicycle detection at inductive loop detectors:

<http://www.bikexprt.com/bicycle/actuator.htm> (John Allen again)
<http://humantransport.org/bicycledriving/library/signals/detection.htm>
<http://www.humantransport.org/bicycledriving/library/signals/green.htm>
<http://www.bikeplan.com/signal.html>
<http://www.bikeplan.com/aw-signals.pdf>

Other considerations apply to aiming and adjusting video detection equipment, which I know is used in some Sunnyvale locations.

>>> End forwarded text >>>

Kevin

"All truths are easy to understand once they are discovered; the point is to discover them." Galileo Galilei

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BPAC DPW - FHWA Course on Bicycle and Pedestrian Transportation

From: Fred Wiesinger <freder@gmail.com>
To: Dieckmann Cogill <dcogill@ci.sunnyvale.ca.us>, <jwitthaus@ci.sunnyvale.ca.us>, <bpac@ci.sunnyvale.ca.us>
Date: 12/29/2005 3:01:07 PM
Subject: FHWA Course on Bicycle and Pedestrian Transportation

This just came in on the SVBC mail list - pretty nice manual for cities to use as a comprehensive resource:

http://safety.fhwa.dot.gov/ped_bike/univcourse/swtoc.htm

-Fred

----- Forwarded message -----

From: **Greg McPheeters** <greg@svbcbikes.org>
 Date: Dec 29, 2005 12:06 PM
 Subject: [Advocates-svbc] Fwd: [Thunderhead] FHWA: "University Course": FHWA Course on Bicycle and Pedestrian Transportation
 To: svbc advocates <advocates@svbcbikes.org>

----- Forwarded message -----

From: **jgideon** <jgideon@cobac.org>
 Date: Dec 29, 2005 9:23 AM
 Subject: [Thunderhead] FHWA: "University Course": FHWA Course on Bicycle and Pedestrian Transportation
 To: Thunderhead listserv <thunderhead@thunderheadalliance.org>

Thunderheaders,

Yesterday while doing research online for authorities on traffic calming, bike lanes, and the 4-E's, I stumbled across the Federal Highway Administration's (FHWA's) so-called "University Course," otherwise known as the "FHWA Course on Bicycle and Pedestrian Transportation."

I don't recall ever seeing or hearing any mention of this incredibly comprehensive resource before. And I don't recall anyone ever mentioning that the FHWA had a course on bicycle and pedestrian transportation designed for the college/university level.

What a discovery!!! You have to read it for yourself!!!

It doesn't have a date on it, but somewhere else I found a little blurb with a link to the "University Course" indicating that the current version is a "revised" version. It seems to have been created within the past few years.

I sent a query to John Fegan about it and he responded that "It is a coursebook for graduate study for

planners, designers, and architects on bike/ped issues. It was issued by our Office of Research." He couldn't give me a date on it but referred me to Ann Do of the FHWA who apparently is in charge of the program. I'm waiting for Ann's reply on the date.

You can find the "University Course" here: http://safety.fhwa.dot.gov/ped_bike/univcourse/swtoc.htm

I have already used it for authority on several issues. It's wonderful. Please look it over.

Happy New Year!

John

John Gideon
President
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Thunderhead mailing list

<http://mailman.listserve.com/listmanager/listinfo/thunderhead>

Thunderhead Archive: <http://mailman.listserve.com/listmanager/private/thunderhead>

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Silicon Valley Bicycle Coalition
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